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GIVES DATA ON SHIPBUILDING INDUSTRY

SHIPBUILDING INDUSTRY PROGRESSES -- Ljubljana Slovenski Porocevalec, 3 Aug 50

From the liberation to the end of 1949, Yugoslav shipyards constructed 20,000 gross-registered tons of cargo and passenger ships and about 10,000 tons of fishing and other small boats.

The same shipyards repaired and overhauled almost 25,000 gross-registered tons of old ships. In 1949, the "3 Maj" Shipyard in Rijeka constructed four transoceanic ships (the Zagreb, Skoplje, Sarajevo, and Titograd) with a gross tonnage of 4,000 tons each. In addition to the above ships, the shipyard constructed three Udarnik-type tugs equipped with 600-horsepower engines of Yugoslav manufacture.

Recently the shipyard completed three motor ships with a gross tonnage of 300 tons, which will be used for transporting water to various islands. Three additional ships of this type will be completed soon. The "3 Maj" Shipyard has begun three more transoceanic ships, and soon will complete another series of tugs.

Since the liberation, the "Vicko Krstulovic" Shipyard in Split has overhauled a number of large transoceanic ships including the Hrvatska, and has also reconstructed a 7,000-ton dock. In 1949, the shipyard overhauled 74 ships of various sizes. To relieve this overburdened shipyard, the construction of another shipyard was begun this year in the North Harbor of Split. This shipyard will only overhaul ships at first. In its dry and floating docks it will be able to overhaul the largest Yugoslav ships.

The "Uljanik" Shipyard in Pula is now building its first Udamnik-type tug. This year, it also began the first three Yugoslav passenger motor ships of the Opatija type, each capable of carrying 800 passengers. Three additional passenger ships will be constructed in 1951.

The "Titove Ladjealnice" (Tito Shipyards) in Kraljevica and the "Mosor" Shipyard near Trogir are being equipped to build iron ships. Fishing boats are being built on the islands of Korcula, Losinj, and Martinscica.

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In the near future, steam turbines for ships will be produced in the new factory in Karlovac. The new rolling mill at Javornik produces thick sheet metal for the bodies of ships; the Zenica combine rolls structural steel for the framework of ships; the factory in Lesce produces chains for ships; and the "Svetlost" Enterprise in Rijeka produces complete electrical equipment for ships.

During the last few years, the workers of the "3 Maj" Shipyard in Rijeka constructed two blast furnaces for the Sisak Ironworks, iron construction parts for the Zenica combine, furnaces for the flotation installations at Bor and Trepca, pipe lines for hydroelectric power plants, and various machines for hydroelectric power plant construction projects on the Neretva and Drina rivers.

TO REBUILD BAR HARBOR -- Ljubljana Slovenski Porocevalec, 18 Jul 50

The Bar harbor is the most significant harbor of the Montenegrin Primorje. Its significance will be increased when, in connection with the reclamation of Lake Skadar, a water and a railroad tunnel are built through the mountain which separates Lake Skadar from the sea, and when Bar is connected with Titograd via that tunnel and over the drained bed of Lake Skadar. The tunnel, which will also serve road transportation, will have a canal through which the surplus water from Lake Skadar will be drained into the sea.

A 300-meter breakwater and a temporary wharf were built in Bar harbor during the past few years. By the end of 1950, the first 110 meters of a wharf for ships will be completed.

NEW SHIP BOUGHT ABROAD -- Ljubljana Slovenski Porocevalec, 14 Aug 50

Several months ago the Kosmaj was totally burned along the Atlantic coast of South America. From the insurance money received from foreign insurance companies, the Yugoslav Navigation Line purchased the transoceanic liner Lord Glens-toran, from the Ulster Ship Company in Great Britain, and renamed it Kosmaj II. A Yugoslav crew boarded the ship on 4 August.

The ship has a gross tonnage of 8,833 tons (883 railroad cars), capacity of 5,667 gross-registered tons, and sails at a speed of 11 knots. The ship has five holds, 12 cranes, and four passenger cabins, and has accommodations for 45 crew members.

The ship will sail soon for Bremen and then for Rijeka.

BUILDS PASSENGER SHIPS -- Ljubljana Slovenski Porocevalec, 22 Jul 50

The "Uljanik" Shipyard in Pula is building three coastal passenger ships, each to be equipped with two 525-horsepower engines. These ships, scheduled to be completed by the beginning of the 1951 tourist season, will be launched before the end of 1950. Later the shipyard will build three similar ships, scheduled to be completed by 1952. All of these ships are modeled after the Opatija. Their speed will be 15 knots, which is more than the maximum speed of the Opatija. These will be the fastest coastal passenger ships in Yugoslavia.

SHIPYARD GETS FOUNDRY STEEL MILL -- Ljubljana Slovenski Porocevalec, 7 Aug 50

The new foundry of the "Vicko Krstulovic" Shipyard in Split began operation several days ago. The foundry is equipped with Bessemer converters and will be able to manufacture steel for casting engine and ship parts.

The workers of the shipyard also produced recently the equipment for the new rolling mill at the shipyard.

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BUILD TRANSOCEANIC SHIP FOR YUGOSLAVIA -- Ljubljana Slovenski Porocevalec, 7 Aug 50

The Slovenija, a ship of the same type as the 9,000-ton Srbija and Makedonija, is now under construction in Amsterdam and will be finished by the end of 1950. Because of its more powerful engines, it will have a maximum speed of 16 knots. Soon a fourth ship, the Crna Gora (Montenegro), will be constructed in the Dutch shipyard.

ZADAR LAUNCHED -- Ljubljana Slovenski Porocevalec, 15 Aug 50

Recently, the Zadar was launched in Rotterdam harbor. Like the Rijeka and the Pula, which were launched there previously, the Zadar will have a gross tonnage of 3,900 tons and will sail at a speed of 14 knots.

SHIP NEARS COMPLETION -- Ljubljana Slovenski Porocevalec, 27 Jul 50

This month, the "Vicko Krstulovic" Shipyard will complete the reconstruction and repair of the passenger-cargo ship Pasman, which will sail between Split and Kardeljvo.

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